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 in the Russian Zone

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1. The Soviet Experimental Construction Bureau No. 2 at Wildau was dissolved in March or April 1949. The Bureau had in its employ the designers of the former Standardization Bureau of the German Locomotive Association. In charge of the designers was Oberbaurat Ziehm, who because of his political past was not employed by the Reichsbahn after the war. The Russians had ordered the development of a gas turbine generator locomotive, a steam turbine locomotive and a high-pressure steam locomotive. For each of these locomotives an experimental model was to be built. The designs of the locomotives were completed but the experimental models could not be built because the Russian Zone lacked the necessary materials and machine tools.
2. The firm Brueckner & Kanis in Dresden completed the turbine for the gas turbine locomotives, but the generator and motors had to be supplied by Siemens-Schuckert in the western sectors of Berlin. This firm only sent in drawings of the motors and generators but not the motors themselves. The construction of the other two locomotives was halted by lack of boilers and pipes. Apart from the fact that boiler sheets were not available, the Russian Zone is not in the position to build boilers for big locomotives. Even the Karl Marx locomotive factory in Drewitz could not help out. Finally, a locomotive Type 52 was bought for the purpose of converting the boiler for use in the steam turbine locomotive. This attempt was also unsuccessful and with the dissolution of the Experimental Construction Bureau No. 2 all work on the experimental models of the locomotives has ceased.
3. Another group of Experimental Construction Bureau No. 2 had the task of designing tools and other equipment for locomotives. For this purpose drawings and blueprints of tools and equipment were collected from all parts of Germany. However, some equipment like edge-milling machines were built in Wildau and sent to the USSR. In order to disguise the work of the Russians the Fahrzeug GmbH, Wildau, was formed. Shareholders were four members of the Experimental Construction Bureau No. 2, among them Oberbaurat Ziehm. Capital investment was provided by the Russians. This firm maintained all correspondence with German firms and gave the necessary orders for the delivery of parts of the equipment which was to be sent to Russia. Together with the Experimental Construction Bureau this firm was also dissolved.

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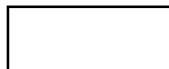
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4. While affairs of the Experimental Construction Bureau were being wound up, the locomotive factory at Wildau, on whose premises the construction bureau is located, was converted into a people's-owned factory and affiliated with "LOWA" (Lokomotiv-und Waggonbau, VVB). The Experimental Construction Bureau of the "LOWA" comprises approximately 40 designers who had remained with the Experimental Construction Bureau No. 2 to the end. It is still directed by Oberbaurat Ziehm. The workshops which are directed by Herr Garbe employ approximately 400 workers. A great number of the standard machine tools is available and also a lathe for wheels. Most of these machines are second hand ones which have been overhauled and bought in the eastern sector of Berlin. Additional machinery is being purchased continuously. The plant mainly produces spare parts for the Russian Zone railroads. The capacity of the plant, however, is rather limited because of a lack of special machinery. Tilt rust spindles with buttress thread of 1.50 meters cannot be produced because the plant has no thread milling machines. The thread would have to be cut on the lathe which would be much too expensive. The workshop is making preparations at present for a Soviet reparation order amounting to 60 bulldozers for open pit mining. These bulldozers are to be rail vehicles powered by steam engines.
5. The position of director of "LOWA" had been earmarked for Herr Ochel, former director of the Lokomotivbau Karl Marx, Babelsberg, formerly Orenstein & Koppel. After Orenstein & Koppel had been completely dismantled Herr Ochel succeeded in rebuilding the plant to such an extent that it was capable of filling reparation orders for the Soviets. The factory had been producing small gauge locomotives for the Russians. Ochel's connections reputedly were excellent and reached as far as Marshal Sokolovsky. Until September 1948, Herr Ochel used to live in Kladow. After constant pressure by the SMA and DVK to move to Babelsberg, Ochel very reluctantly took up residence there. Since Ochel was not a member of the SED, Herr Rau, chief of the DVK and other leading members of this organization pressed him to join the party. Ochel had been pushed into such a precarious position that there was nothing left for him to do but take his wife and five children and escape to the West to Dorstfeld near Dortmund where Orenstein & Koppel has a branch plant.
6. Another locomotive factory is the former AEG Hennigsdorf which is now named Lokomotivbau Elektrotechnische Werke, VEB. It does not belong to "LOWA" but to the VEM (Vereinigung Volkseigener Betriebe des Elektro-Maschinenbaues). At the Leipzig spring fair in 1949 a Reichsbahn locomotive type 44 was exhibited with the VEB Hennigsdorf trademark. This was intended to impress the public that the Russian Zone was capable of building locomotives again. At the end of the war some locomotives of this type were standing in the Hennigsdorf plant. These locomotives were not complete, for armatures, pistons, etc., had not been installed yet. Completion of the locomotive was impossible because the Russian Zone did not have any pistons and driving rods. In the meantime, the missing parts were obtained from damaged locomotives which could not be repaired at present. It was one of these locomotives thus patched up, that was exhibited at Leipzig.

Comment: According to a newspaper clipping from the Berlin newspaper, Tribuna, dated 10 August 1949, the VEM Hennigsdorf has just completed a clearing locomotive, type "Bobo" for the Russians. Thirty-nine more of these locomotives, which are used in ore and coal mining, are to be built.

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